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GEOGRAPHIC SCHOOL BULLETINS

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Clifton Adams

MOTHER, DAUGHTER, BABY, AND DOLL ARE SUNDAY LOOK-ALIKES IN SARDINIA

Throughout much of the Mediterranean island of Sardinia the country people wear sturdy clothing of home-grown wool, spun, dyed, and woven by the wearer's family. The warm reds and lasting blues are dyed with the juices of berries. Even where there is enough cash to buy department store fashions, these local costumes appear on Sundays and holidays. Then it is possible to tell the birthplace of a woman by such details as the shape of her apron. The womenfolk of the village of Desulo, from matrons down to infants and dolls, wear square tasseled aprons, sleeveless boleros, wrap-around skirts, and embroidered bonnets that tie under the chin. Their village stands on the western slopes of the Monti del Gennargentu, the highest peaks of mountainous Sardinia (Bulletin No. 3).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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General Headquarters, Washington, D. C.

Bizerte and Tunis, Military Prizes of North Tunisia

"TUNIS the White and Bizerte the Strong" make an alluring pair of military objectives in northern Tunisia. After the British and Americans took the eastern ports of Sfax and Sousse, their drive was pointed toward wresting the two northern strongholds from Axis hands.

Tunis, modern capital and heir to ancient Carthage, is Tunisia's chief commercial port, an expanding metropolis of nearly a quarter-million people (illustration, next page). Bizerte, on the other hand, is chiefly a military post, boomed by French occupation from the fishing village of the 1880's to a modest new city of possibly 28,500 inhabitants. Geographically the two places have much in common.

Claim the Two Best Harbors Between Algeria and Egypt

Both cities have the advantage of gulfs outlined by spurs of North Africa's mountains dropping into the sea. They have the two best harbors between Algeria and Egypt. Both stand beside lakes that offer extended anchorage sheltered from the sea.

Both are sentinel ports overlooking sea routes where the Mediterranean is pinched to its narrowest by its two largest islands. Bizerte can patrol northward over the narrow reach to Sardinia, Tunis northeastward toward Sicily.

In history also the two have had similar careers, Bizerte's a small-scale facsimile of the broad development of Tunis. Both occupy sites that were known to Africa's earliest seafarers, the Phoenicians. Both more recently fell into the hands of pirates, from whom they were finally salvaged by European pressure and French occupation in 1881.

Bizerte the Reason for French in Tunisia

Military authorities, assessing the value to France of the colony of Tunisia, have said that Bizerte alone would be sufficient reason and justification for acquiring the country. Situated nearer to France than other Tunisian ports, it commands the western entrance to the Mediterranean's central bottleneck at the Sicilian Narrows. Sardinia is only 120 miles away to the north.

In addition to its seaside watchdog position, Bizerte appealed to military strategists as invaluable because of its remarkable threefold harbor, now equipped with naval installations that make it the French Gibraltar of North Africa. The city stands beside the Mediterranean just west of what appears to be the mouth of a giant bottle. The narrow mouth of the bottle is a ship canal, which widens into the bottleneck Bay of Sebra. South of the bottleneck spreads the broad Lake of Bizerte, 50 square miles of deep sheltered water suitable for anchorage for an entire fleet. Around the bay and lake shores are scattered repair docks, an arsenal, barracks, a hospital, warehouses, oil tanks, and other installations needed to repair and provision a fleet. Like a stopper in this big naval bottle, jetties protect the ship canal from Mediterranean storms.

Virtually a suburb of Bizerte is Ferryville, across the lake, to which numerous workmen and naval officers commute to work in the huge naval arsenal.

A railway, connected with Bizerte by ferry across the ship canal, runs eastward into Tunis. In peacetime travelers from Europe docked at Bizerte and continued their Tunisian journey by rail on streamlined trains.

Bizerte itself is double—the old native quarter crowded around the Kasbah

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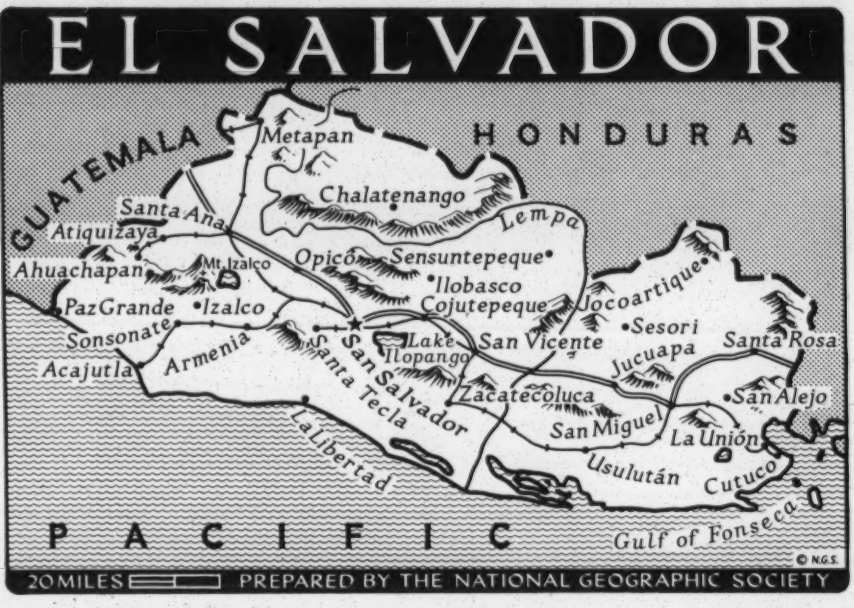

SMALL EL SALVADOR ABOUNDS IN BOILING VOLCANOES, LITTLE LAKES, AND BIG CITIES

El Salvador is the only Central American republic with a coastline only on the Pacific. Its traffic link with the Atlantic is a railroad through Guatemala to Puerto Barrios on the Caribbean.

For this reason the opening of the Panama Canal helped immensely in the country's efforts to build its international commerce.

Chief Salvadoran ports have railway communications through the tropical coastal border to inland cities. La Unión in the east and Acajutla in the west both have railway lines connecting with the capital city and with the productive coffee country of the highlands.

San Salvador, although founded by the Spaniards in 1525, is modern in appearance and atmosphere. The capital stands in a volcano-studded region more than 2,000 feet above sea level.

Six miles east of the capital lies the curious "miracle" resort lake of Ilopango, a playground of volcanoes. Sixty years ago, when its little islands suddenly sank from view, it was feared that an earthquake might swallow up Ilopango. The earthquake came, but it expanded the lake to a nine-mile length with a new large central island.

Farther west, beside the ever-boiling volcano Izalco, lies Lake Coatepeque, round little "Eye of the Sea," a popular summer resort.

El Salvador is almost a one-river country. The Lempa, winding through two-thirds of its length and all its width, is the only stream of any size.

South of the Lempa's border bend—where the river marks the international boundary—stands Sensuntepeque, market for an indigo-growing area that supplied much of Latin America with indigo blue dye before chemical dyes were discovered.

Western Ahuachapan, of Indian origin, is in the center of the first Salvadoran district to raise coffee for export. It is the country's fifth-largest city.

Although a land of farmers, El Salvador has eight cities of more than 20,000 inhabitants. In addition to San Salvador, Santa Ana, and San Miguel—the largest—they are Santa Tecla, Ahuachapan, San Vicente, Zacatecoluca, and Sonsonate (Bulletin No. 2).

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Compact El Salvador, Where People and Crops Are Concentrated

(This is the nineteenth of a series of bulletins, with maps and illustrations, on the republics of Latin America.)

EL SALVADOR has more people to the square mile than any other American republic. With an area a little less than that of New Hampshire and Connecticut combined, it is the smallest country on the American mainland. Yet it has nearly 1,800,000 inhabitants.

About four-fifths of the Salvadorans are of mixed Spanish and Indian blood. The rest are chiefly pure Indian, with a fraction of unmixed Spanish descent.

Capital City in the Cool Hills

Although overwhelmingly agricultural (about 80 per cent of the land is under cultivation), El Salvador has a number of relatively large cities. San Salvador, the modern, attractive capital situated in the cool hills back from the tropical coast, has a population of more than 100,000. Santa Ana, northwest of San Salvador, has nearly 90,000 inhabitants; San Miguel, on the east, about 48,000 people.

Like most of its neighbors, El Salvador is studded with volcanoes, some among the most spectacular of the hemisphere. Izalco, south of Santa Ana, is known as the "Lighthouse" because of its constant red glow. This volcano, in the last 150 years, might be said to have raised itself by its own bootstraps. Layer on layer of lava and ash have been added until now Izalco is well over a mile high.

Volcanoes Endow the Land with Rich Soil

While violent eruptions and earthquakes have occurred, and some of El Salvador's people live literally on the edge of volcanoes, nature nevertheless favors this country in certain ways. Its fertile volcanic soil and mild climate promote luxuriant growth of many crops, especially coffee. It is rich in natural resources, in timber and minerals, including, besides gold and silver, such working metals as copper, lead, iron, and mercury.

Because of its compact character and general distribution of population, El Salvador is not plagued by difficulties of transportation such as retard development in some of the other Latin American republics. Railways run the length of the country. One line stretches into Guatemala, to Puerto Barrios on the Caribbean coast, giving El Salvador an Atlantic outlet. El Salvador's well constructed section of the great Pan American Highway is more than two-thirds completed.

Exports are the breath of economic life to El Salvador. Coffee is by far the leading commodity (illustration, next page), normally contributing 80 to 90 per cent of the national income from exports.

Gold, silver, sugar, henequen, and balsam make up the bulk of the remaining products on El Salvador's export lists. The misnamed "Peruvian balsam" is a gummy juice used in medicines and perfumes. El Salvador has practically a world monopoly of the balsam trade. Workmen usually cut the trees "by the light of the moon," when the sap is believed to be flowing at its freest. The ooze, caught by cloths attached to the trees, is later boiled out in water.

The United States, always El Salvador's leading trader, in 1941 took some 90 per cent of the total exports; sent about 77 per cent of the imports. In the prewar year 1938, Germany ranked after the United States, buying ten per cent of the

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overlooking the Mediterranean, and the new French city laid out with geometric precision to the southeast beside the ship canal. The whole area was fortified, with several military airports in the vicinity.

A. Perrin

A SLICE OF TUNIS CUTS THROUGH OLD AND NEW

Old Tunis (foreground) has streets so narrow as to be almost indistinguishable from the air. This is the crowded native quarter of mosque, minaret, and souk. Beyond it lie the straight streets of the new city, dominated by tree-shaded Avenue Jules-Ferry (right). On the avenue stands the cathedral, with two dome-topped towers. From the docks (upper right) the ship canal crosses the Lake of Tunis to the sea. Beside the canal runs the street-car line (upper left) to Carthage.

Tunis is as strong commercially as Bizerte is in a military sense. It was the peacetime market for Tunisia, shipping the protectorate's produce to France and distributing the exports of the mother country. In its mercantile role, Tunis followed the tradition of its historic predecessor, Carthage, the ancient city whose ruins lie less than 10 miles away to the north.

Across "Little Sea" to Tunis

To reach Tunis, ships travel 6 miles of dredged channel, past La Goulette, through the shallow Lake of Tunis (known also as El Bahira, "Little Sea"). In addition to its extensive docks and warehouses for commercial use, Tunis has also a row of naval docks.

The capital city comprises a conglomeration of white houses, bleached and dazzling in the African sunlight, that inspired the admiring title "Tunis the White." Beside the Lake of Tunis, on either side of broad Avenue Jules - Ferry, spreads the spacious checkerboard of modern French construction—tall bank buildings, apartment houses, shops, with the green Champ de Mars forming a lakeside park. On the higher ground beyond rises the Medina, or native quarter where winding streets and dead-end alleys thread a confusion of windowless flat-roofed houses.

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Sardinia, a First Step from Tunisia

SINCE the days of Phoenician voyagers Sardinia has been a convenient stop between Europe and Africa. This rocky mid-Mediterranean island has served in the present war as a base for Axis planes protecting sea routes between Italy and Tunisia, and has consequently been a target for American and British bombers.

The Italian-ruled island rises near the center of the western basin of the Mediterranean, surrounded at no great distance by Spain, France, Italy, and French North Africa. Eight miles to the north, in sight across the Strait of Bonifacio, lies the French island of Corsica, site of a French naval station.

Equidistant from Tunisia and Italy

Sardinia's area of 9,301 square miles makes it the second largest Mediterranean island, ranking next to Sicily. Its north-south length is 166 miles, its width is half that. It has more than a million inhabitants.

Sardinia is as close to Tunisia as to Italy—120 miles off Italy's west coast, across the Tyrrhenian Sea, and the same distance due north of Tunisia.

Geographically, however, the roughly rectangular island is more approachable from Tunisia than from Italy. A long mass of interlocking spurs makes a mountain wall along the east side, rising above 6,000 feet in the Monti del Gennargentu (Mountains of the Silvermine Gate). No good harbors are found there in the east; small Terranova and smaller Arbatax are the only ports. Sardinia seems, as the saying goes, to have turned its back on Italy.

Africa, as close as Europe, has strongly influenced the island and often turned the tides of its history. Like Tunisia, for example, Sardinia is rainless for months, finds occasional cork oaks scattered through its thinning northern forests, grows palms and cacti in its hot lowlands, and cultivates olive groves and citrus orchards.

An African, Sardus of Libya, is supposed to have named and colonized the island, after the downfall of the prehistoric peoples who built the old "witches' towers" and "giants' graves." It was ruled for three centuries from the city-state of Carthage on Tunisia's coast. The chief city today, Cagliari on the south coast, was the Caralis of the Carthaginians. Ancient Rome first took Sardinia, in 238 B.C., as a means of gaining bases from which to attack Carthage.

Mining Towns Spring Up in Coal Fields

Cagliari, whose airport and seaplane base have been repeatedly bombed, is now a city of 80,000 people. Eight-hundred-year-old walls surround the mellowed old city, cupped in hills that enclose the spacious harbor. Modern growth has brought buildings of steel and concrete construction. The motor car is as representative in urban traffic as the oxcart. A public school system, a university, and a public library noted for its ancient manuscripts are outstanding among the city's cultural features. To the east is an old Roman amphitheater, under whose rock-hewn benches were animal dens.

The port is ordinarily busy with exports from the mines of southwest Sardinia: zinc and lead, silver, iron, antimony, copper, and coal.

The island has ranked high as a source of minerals which Italy desperately needs. Extensive new coal fields have recently been opened. Just before the outbreak of war, Italy built in southwest Sardinia the new town of Carbonia, half of whose 12,000 people worked in near-by coal mines. Mussolinia, farther north,

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nation's exports, contributing 21 per cent of its purchases.

After the Japanese attack on Pearl Harbor, El Salvador declared war against Japan on December 8, and against Germany and Italy on December 12.

War-brought shipping problems, loss of European markets, and lack of imports are felt in El Salvador, as in other parts of Latin America. One helpful stabilizer of an economy based so largely on the coffee industry, however, was the Inter-American Coffee Agreement which set quota allowances for producing countries.

For their basic food needs, the people of El Salvador raise some livestock and a variety of farm products such as corn, wheat, rice, sugar, beans, and fruits. Manufacturing, using mainly the raw materials of the country, has been growing steadily. There are coffee-processing, sugar, flour, and cotton mills, as well as a large factory turning out henequen bags for coffee packing; and a number of smaller establishments making shoes, soap, textiles, and furniture.

Note: El Salvador is shown on the National Geographic Society's Map of Mexico, Central America, and the West Indies.

Bulletin No. 2, May 3, 1943.

Harriet Chalmers Adams

COFFEE RATIONING? NOT A COUPON FOR A CARLOAD IN EL SALVADOR

The Central American republic's lack of Atlantic shores is a transportation handicap in these ship-short days of war. Coffee from El Salvador's Pacific ports would have to sail around Central America's long curve to California, or indirectly through the Panama Canal to U. S. Atlantic ports. The other possibility would be a railroad trip to Guatemala's Caribbean ports for shipment. Such problems are a factor in the necessity for rationing coffee in the U. S. Unlike many countries of large plantations, El Salvador produces sometimes 75 per cent of its coffee on the holdings of small landowners. The grower and his family rush to pick the coffee berries from their own trees, then help in their neighbors' harvest. With berry pulp removed, the coffee bean is dried on sunny outdoor platforms (above), turned over frequently to sunburn evenly, before being polished and bagged for shipment.

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Pigeon Messengers Show New Tricks in Fast-Paced War

ON A recent raid over Berlin a member of the crew of a giant Halifax bomber, though severely wounded, stuck to his post until the end of the flight. He was recommended for special mention by his squadron commander. This incident was exceptional only because the crew member was a pigeon whose beak was shot off by anti-aircraft fire. R. A. F. planes carry pigeons as emergency messengers.

In the first stages of the Dieppe raid, when radio silence had to be maintained, homing pigeons were used to fly the first operational message to England.

When Gafsa in central Tunisia recently fell to the Yanks, the news was first carried to headquarters by homing pigeon.

First World War Had 320,000 Pigeon Soldiers

The U. S. Army has accepted many thousands of fine-bred "homers" and "racers" for the Signal Corps. The offspring of these birds now are being used to fly Army dispatches with the speed and efficiency required by modern war. The pigeon is useful in today's warfare because his message reaches only those for whom it is intended. Also, he serves as a last-resort messenger when radios fail.

By the end of the first World War 320,000 pigeons had been used by the Allies. These birds carried messages through machine-gun fire and artillery barrage. "Cher Ami" saved the Lost Battalion by getting past German sharpshooters. Ninety-six per cent of the messages sent by pigeon came through.

Since World War I great strides have been made in the "feathered telegraph" by the introduction of the mobile loft (illustration, next page). It was previously assumed that the objects of the pigeon's homing instinct—his loft, his mate, his food—must remain stationary. Observation proved that pigeons lofted on boats returned to the same boat even though it had moved. Now U. S. Army Signal Corps mobile lofts are accepted as a matter of course.

Use of pigeon messengers has kept step with that of airplanes. When planes crash at sea, pigeons carrying notice of the exact location are released. Experiments by the Signal Corps and the Army Air Forces reveal that pigeons can be released from planes flying 25,000 feet high and at 350 miles an hour with no protective device. The temperature at such altitudes can be 59 degrees below zero.

Why Do Homing Pigeons "Home"?

Signal Corps "pigeoneers" take the homing instinct for granted. It is probably about half "instinct" and half intelligence, for the pigeon is among the most intelligent of birds. Homers will endure over 15 hours of sustained flight to reach their home loft—they will cover the distance from Washington, D. C., to Chicago in 13 hours (faster than train time). They will fly at a mile-a-minute clip, doing 75 miles an hour at their best. They will not stop for storms but will fly above or around them. They can go 700 miles in a day without rest.

Why do they fly home? Almost human in their habits and desires, they know that food, shelter, and rest await them there. But most important, their mates are there, sitting on eggs. The pigeon will stick to one mate through life unless forcibly separated; he will live in one coop all his life, unless changed.

The homing instinct is not equally developed in pigeons, not even in all homing pigeons. It is a matter of selective breeding and training. The common or park pigeon, a member of the dove family, is the ancestor of all breeds.

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is another of the newly developed towns.

With the exception of Cagliari, Sardinia's cities are western. Sassari, the second largest (with around 40,000 people), lies 40 miles inland from the little northwest port of Porto Torres. The mining center of Iglesias is 14 miles inland from the southwest coastal town of Portoscuso.

Sardinia's mineral wealth and strategic location in the western Mediterranean have combined to put it on the pathway of history. After the Phoenicians came the Romans, then the conquering Vandals and Saracens. The Italian city-states of Pisa and Genoa fought for it. Spain, England, and Austria wrote a chapter each in its story.

Before the unification of Italy in 1861, the Kingdom of Sardinia included, besides its surrounding islets, the mainland territories of Savoy, Piedmont, Nice, and Genoa. It was ruled by the House of Savoy, now Italy's royal family.

Note: Sardinia is shown on the National Geographic Society's Map of Central Europe and the Mediterranean.

For further information, see "Where the Sard Holds Sway," in the *National Geographic Magazine*, April, 1926.

Bulletin No. 3, May 3, 1943.

Clifton Adams

A LAND OF VILLAGES, SARDINIA IS A STRONGHOLD OF VILLAGE CRAFTS

The island has contributed minerals to 20th century industrial progress, but has received little from it except a taste of aerial war. Copper, lead, zinc, and silver are shipped away to be processed elsewhere, and Sardinian coal stokes Italian furnaces, but few modern developments have brought mass-production plenty to Sardinia. The people, the majority of whom live in villages and towns of fewer than 5,000 people, for the most part supply their own needs the slow and hard way, by hand. A patch of mountains and sun-parched plains, the island is better adapted to stock-raising than to farming. Sheep are twice as numerous as people. From an abundance of wool, Sardinian women weave their own cloth on clumsy homemade looms (above). Some Sardinian wool textiles are so tightly woven as to be almost waterproof.

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Geo-Graphic Brevities

PIR PAGORA, LATE LEADER OF INDIA'S TERRORIST HURS

The recent execution of the Pir Pagora, condemned to death for conspiring against the British throne, highlights one of the strange sources of violence that from time to time flash across the Anglo-Indian scene.

The Pir Pagora was leader of the Hurs, rebellious fanatics in Sind Province in northwest India. Placing allegiance to personalities above political principles, these lawless people have long been ranked among India's "criminal tribes."

"Pir Pagora" is a title, not a name. A pir is a Mohammedan saint or spiritual guide. Pagora means "turbaned" and refers to the symbolic headdress of authority used by the Pirs of Kingri, from whom the executed leader was descended. Besides the Pirs of Kingri there are other pirs in Sind of varying degrees of importance.

The Kingri turban, the tribe believes, has been passed on from father to son for more than a thousand years. It has given its wearers extraordinary power over the lives and possessions of their subjects.

In the 1890's, the British sent an expedition against the Hurs. Last year martial law again was declared in eastern districts of Sind because of Hur terrorism and railway sabotage. A punitive army was dispatched against the rebels, with planes and parachutists, motorized troops and frontier police. The fortress castle of the Pir Pagora, at Pirjogoth in Upper Sind, was blown up.

The Hurs—dark, bearded, and turbaned—constitute a relatively small number of the Pir Pagora's supporters. The sect is believed to have taken its name from one of Mohammed's early followers who died in battle.

India's so-called "criminal tribes" are among the most fantastic of the world's lawless people. Generally nomads, they have been compared with the old gypsies of Europe. Following Indian caste lines, many of the criminal tribes developed narrow fields of specialization. Some were permitted to steal only at night. Others were limited to professional poisoning or train holdups, or merely to cutting out the pockets of their victims' clothes.

Most notorious of the Indian gang criminals were the Thugs, once the terror of travelers. In the name of Thuggee and its bloodthirsty goddess, Bhowani, thousands of Indian travelers, rich and poor, were robbed and killed by members of this crime cult that operated in accordance with religious ritual. Strangling by silk handkerchief was the orthodox method of murder because the murderer was forbidden to spill blood. Working by prearranged signals, the Thugs would join a group of unsuspecting travelers and when opportunity came would kill the victims and then bury their bodies in selected graveyards. Mark Twain wrote of the Thugs in *Following the Equator*.

* * * * *

KÖNIGSBERG, BOMBED BY RUSSIANS, IS WORLD'S AMBER CAPITAL

Now that spring thaws have opened up Baltic Sea shipping, the Russian front has again been extended—by air—into northeastern Germany to the port of Königsberg. This historic city of 300,000 people, capital of the province of East Prussia, has shipyards, locomotive and tank shops, well equipped docks, and chemical plants to serve as targets for Russian bombers. Königsberg is 695 miles southwest of Moscow, 330 miles northeast of Berlin.

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The racing pigeon is a homer, bred for speed. All world speed records are now held by pigeons bred and trained by American pigeon fanciers.

Pigeons live 12 to 15 years; about eight are top-notch flying years. On plastic strips 4,000-word messages may be sent in the capsule on the bird's leg.

The first historic message the pigeon family delivered was one of peace. The dove, bringing the olive branch to Noah's Ark, signified that the Flood had ended, and that God was no longer angry. Since then the dove has symbolized peace.

The Greeks took homing pigeons to Olympic games, releasing them after each event to let the "folks at home" know how their athletes were faring. It is believed that the first pigeon postal service was established in 1146 by a Caliph of Baghdad who thereby kept in touch with all parts of his empire. In the 17th century pigeon posts became common in Europe to carry news of lotteries and horse races. The House of Rothschild used pigeons to follow the ups and downs of Napoleon, and to keep in touch with speculative enterprises. Reuters, British news agency, established its reputation on use of homing pigeons.

The pigeon's war history begins in Roman times. Brutus, besieged by Mark Antony, sent a pigeon to the Consuls for help. During the Crusades, Saracens used pigeons until the Christians set hawks and falcons upon the smaller birds.

Bulletin No. 4, May 3, 1943.

J. Baylor Roberts

THE PIGEON PLATOON GIVES THE ARMY AN AIR FORCE WITH FEATHERS ON IT

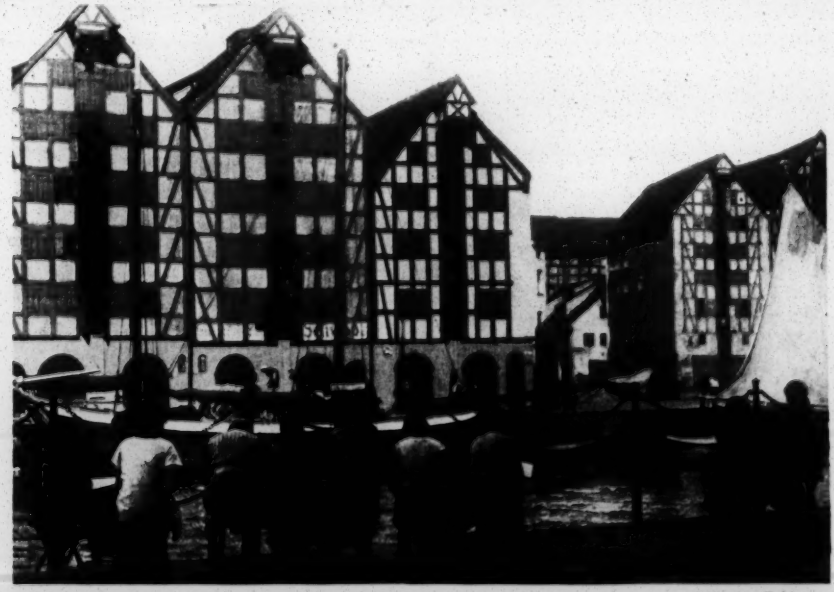
In fast-moving modern warfare even the homing pigeon's home must be movable. Mounted on a truck, this pigeon loft can keep up with army movements. The feathered residents are trained to find their way home to the wandering loft where they are affectionately fed and cared for. Sixty birds have their private "pigeonholes" in this mobile loft photographed at Fort Monmouth, New Jersey. The war's feathered messenger boys are recruited chiefly from the Racing Homer breed of pigeons, technically speaking, although many people loosely call them Carriers. By the Carrier breed, the pigeon fancier means a show pigeon, not bred for homing or carrying messages. This up-to-date branch of the U. S. Army might be described by the 1900-year-old words of the Latin poet Petronius: "The doves have made their nest in the soldier's helmet."

Russian raids on Königsberg supply the eastern member of the air pincers in which the United Nations can clutch all northern Germany. R. A. F. raids have shown that planes from British bases can carry bombs as far as the city of Danzig, a mere 80 air miles west of Königsberg.

A lagoon and a sandspit separate Königsberg from the Baltic Sea, but not from its commerce. From the port, ships must travel four miles down the Pregel River to its mouth, then 22 miles through a twisting channel across a shallow lagoon, and through a break in the long sandspit at Pillau into Baltic waters. Trade is limited by the lagoon's channel, subject to silting but usually safe for vessels of 25-foot draft, and by the winter freeze, lasting from November through March.

About 30 miles north of Königsberg stretches another sandspit of rolling dunes, resembling the Atlantic coast at Kittyhawk, North Carolina, where the Wright brothers made their historic first flight in 1903. Since 1928, when German youths by the thousands began to take up glider flying, these dune lands have been a busy glider training center.

The distinguishing industry of Königsberg is the manufacture of necklaces, brooches, prayer chains, cigarholders, and countless ornaments from amber collected from the near-by seacoast. In peacetime these are shipped to buyers throughout the world. There are many substitutes for this petrified resin of the East Prussian coast, but none with exactly the same quality as "Baltic gold." So highly was amber prized in early days that it stimulated opening of routes from the Mediterranean to the Baltic over a thousand years ago. Scientists estimate that Baltic amber may be 40 million years old.



Wilhelm Tobien

14TH CENTURY MODELS POSE FOR 20TH CENTURY ARTISTS BY A BALTIC RIVER

For nearly 600 years these tall warehouses have stood beside the Pregel River which divides Königsberg into sections and links it with the Baltic. They were built in the 14th century when the city was a part of the Hanseatic League, and have held their share of grain, hemp, flax, and amber. Their checkerboard façades, topped by projecting gables which hold the blocks and tackles for hoisting the Baltic merchants' wares into storage, served as models for art classes before war disrupted Baltic commerce and shattered the peace of the heavily fortified old city. The home of the famous philosopher, Kant, Königsberg once was one of Germany's intellectual centers.

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